





sums of \$10,000 and upwards are entitled to claim a free scholarship for each \$10,000. Claims under this rule have been recorded aggregating a capital sum of \$112,000. In addition we have to raise funds for the erection of the Students' quarters (say, \$100,000), and for the Anatomical Laboratory, which are not included in the University buildings to be erected by Mr. Mody. We must not therefore relax our efforts to complete the full Fund required.

With regard to the question as to whether the funds in hand should be at once invested or how they should be dealt with to the best advantage, I will call a meeting to decide this matter without delay.

I congratulate you heartily on the success which has attended your efforts as Treasurer of the University Fund.—Yours sincerely,

(Signed) F. D. LUGARD.

## LIST OF SUBSCRIPTIONS.

Chinese residents in Hongkong	\$207,000
Mr. Ng Li Hung	50,000.00
Theatre performance per Chinese Committee	5,500.00
Theatre performance per Prince Hein	1,100.00
Chinese residents in Saigon	41,000.00
Chinese residents in Newchuan	1,344.00
Chinese residents in Amoy	1,500.00
Chinese residents in Penang per Mr. Kim Yung	500.00
Chinese residents in Waihochow per H.E. Chang Pat Es	92,764.00
Chinese residents in Canton (received)	16,971.00
Chinese residents in Canton (promised)	13,000.00
Chinese residents in Canton (10,000 tags)	13,680.00
Victory of Canton (H.E. Chang Jen Chun)	200,000.00
For Governor of Macao	8,422.00
Messrs. Jardine, Matheson & Co. Ltd.	25,000.00
Messrs. The Hongkong & Shanghai Banking Corporation	50,000.00
Messrs. The Chartered Bank of I.A. & C.	10,000.00
Messrs. E. D. Sassoon & Co.	10,000.00
Messrs. David Sassoon & Co. Ltd.	10,000.00
Messrs. Ebrahim Pabani	7,500.00
Messrs. E. M. Esabhai	1,000.00
Messrs. Chater & Mody	10,000.00
Messrs. John Swire & Sons	23,000
Messrs. The Bank of China Association	1,143.00
Takoo Sugar Refinery 5,000	457,143.00
Messrs. The Ocean S.S. Co. 5,000	
Messrs. David & Co.	5,000.00
China Association 262 at 1/2	588,036.00
7,177.00	7,177.00
H.E. The Governor 1,000.00	
Sir Henry May 500.00	
Mr. Stokes (with accrued interest)	57.00
R. M. Gray, Esq.	100.00
Interest to 31.02.09	2,170.00
2,000.00	2,000.00
\$1,252,164.00	\$1,252,164.00
Official rate of exchange for the year 1909—19	
As above	\$1,252,164.00
Trust	17,000.00
Shanghai	10,000.00
	\$1,279,064.00

(Signed) C. P. CHATER.

## A HARBOUR SENSATION.

A singular occurrence took place on Tuesday night when Hermann Witaior, the German steamboat officer who was sentenced by the German Consular Court at Shanghai to two years' imprisonment for plundering the mail between Shanghai and Hankow, by removing the seals from letters and abstracting their contents, made a determined effort to escape from custody. He was brought down from Shanghai by the *s.s. Bismarck* en route for Germany, where the sentence is to be served, and took advantage of the absence of his attendant at night to make dash for liberty. He was locked in a cabin, but taking the bed sheets and his own clothing he made a rope which he fastened to a bed. By means of the rope he lowered himself into the water without making a sound and then commenced his swim for liberty. The strong currents were apparently more than he had reckoned upon and after he had been in the water for about two and a half hours he was picked up by the crew of a police launch near the Police Pier. A dinghy was lowered and he was taken on board in a very exhausted condition. He was entirely nude, but wore a bowler hat. The crewman took him to the Water Police Station, where stimulants and clothing were given him. Asked who he was he replied that he was a Norwegian named Johansen, and when he was further questioned as to what ship he belonged to his answer was the *Admiral*. Of course, no such ship could be named. Inspector Langley then examined the man's hat and inside he found his card. The Inspector remembered the name, and the attendant, and the man was taken down to the German mail steamer at the wharf. The appearance of Witaior created a little surprise, as he had not been missed. He was brought before the Magistrate yesterday, who stated that he was willing to return to the ship. An order to that effect was then made.

## SUPREME COURT.

Wednesday, 12th January.

## IN ORIGINAL JURISDICTION.

## BEFORE THE FULL COURT.

## AT EXTRADITION CASE.

The Full Court delivered its decision on the application in which Mr. Slade moved for a rule nisi to be directed to the Captain Superintendent of Police to show cause why Sun A. Wan, now detained in Victoria Gaol, should not be discharged from custody. The proceedings were under the Chinese Extradition Ordinance.

Mr. Slade was instructed by Mr. Otto Koenig, the Acting Attorney-General (Hon. Mr. F. A. Haselden) and Mr. C. G. Alabaster, instructed by Mr. Bowley, Crown Solicitor, appeared for the Crown, and Sir Henry Berkeley, instructed by Mr. Denney, appeared for the Chinese Government.

The Chief Justice said—A rule nisi for a writ of habeas corpus was granted in this case, and this is a motion to make the rule absolute. Mr. Slade, on behalf of the prisoner, based the application on two grounds:

(1) That there is no proof that the prisoner is a subject of China;

(2) That no foreign warrant or its equivalent was produced before the Magistrate.

The proceedings are governed by the Chinese Extradition Ordinance, 1889 (Ordinance 7 of 1889). The term "fugitive criminal" is common both to the Imperial Statute—The Extradition Act 1870—and to the local Ordinance referred to, but the interpretation placed on the term differs; for in the Imperial Act nationality is irrelevant in ordinary cases, whereas in the local Ordinance the fugitive criminal must be a "subject of China." Section 2 of the Chinese Extradition Ordinance defines "Fugitive Criminal" as follows:—"Fugitive Criminal" means any subject of China accused of an extradition crime committed within the jurisdiction of China or on board a Chinese ship on the high seas, who is suspected of being in Hongkong or on board a British ship there. And the same expression is used in the Treaty of Tientsin. Article XXI reads as follows:—"If criminals, subjects of China, shall take refuge in Hongkong or on board the British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and on proof of their guilt, delivered up." It is clear, therefore, that it must be proved in the proceedings that the person accused is a subject of China, and I agree with the learned Chief Justice, Sir Francis Piggott, in the case cited<sup>1</sup> re Wong Ka Chune, I. H. L. R. 15, that "there must be some direct evidence before the Magistrate of nationality." In that case the learned Chief Justice said—

"It must appear in some way or other from the proceedings that the prisoner is a subject of China, for otherwise the requirements of the law would not be complied with. It must be shown, it cannot be assumed. Neither a Chinese name, nor the wearing of Chinese dress would be sufficient, for the prisoner may have been born in Hongkong and so a British subject, and a troublesome question as to the consequence of double nationality in respect of extradition might perhaps arise. There must therefore be some direct evidence before the Magistrate of nationality."

The question, therefore, which we have to decide is: Was there any direct evidence before the Magistrate that the accused was a subject of China? In my opinion there was. It was contended by the Crown and by Sir Henry Berkeley on behalf of the Chinese Government: (1) that it is not necessary for the Crown to prove the fact when it is not challenged by the prisoner, and that it lies on him to show the contrary; and (2), alternatively, that there is abundant *prima facie* evidence to show that the prisoner is a subject of China. In regard to the evidence we were referred to the charge sheet and to the order of His Excellency the Governor upon which the Magistrate's warrant issued in which the accused was described as "Sun A. Wan, late of the Wai Chow Prefecture in the Empire of China," and, further, to the police evidence that the prisoner was arrested and brought before the Court by virtue of the warrant. As in this I do not think it can be contended with any show of authority that the facts alleged in the order of warrant (the documents are in the form prescribed by the Ordinance) is evidence of such facts any more than that the allegations in an indictment are evidence of the facts alleged. Then what is the other evidence relied upon? Sol Fuk says he reported the robbery to the Kwai Sin Un (i.e. the District Magistrate), that he had known the prisoner previously on the 8th or 9th moon of the same year (i.e., 1908), that he had been coming and going in Al Pi village frequently (i.e., when the alleged robbery took place). In cross-examination, he said that he had never spoken to him, that he was in the market place, coming and going nearly every day, that he heard people talking, hence he knew his name was Sun A. Wan, and that he did not hear them call him a "reformer." As to this, Mr. Alabaster suggests that the whole object of the cross-examination was to establish the prisoner's association with the Reform party, and that this creates a *prima facie* presumption that the Reform party are subjects of China. Having regard however, to the necessity of I have stated, of direct evidence, I do not think that such an implication, even if well-founded, can be of much avail. Then Chan Chau states that he had known the prisoner since 1903, that he was engaged in trade with his master, that he saw him in 1904 and once again in 1905, and he further stated that in 1903 was the first time that he saw him and that he heard in the country that he was a robber and a thief. Another witness, Ho Lin, said he did not know what part of the country the prisoner came from, and by the word "country" we are asked to imply it is China, which is probably obvious, but the fact in itself does not establish his Chinese nationality, as there are numerous Chinese in China, Hongkong and the New Territories who are British subjects. I have referred to all the evidence upon which the Crown and the Chinese Government rely, and I am clearly of opinion that there was no direct evidence before the Magistrate of nationality. But then it is contended it is not necessary to prove the prisoner's nationality when it is not challenged by him, and further, that the onus is placed on the prisoner to show he is not a subject of China, and that if there is *prima facie* evidence of Chinese nationality it is for the Crown to show cause why Sun A. Wan, alias Fu Ming, who had been committed to Victoria Gaol as a fugitive criminal under section 16 of the Chinese Extradition Ordinance, 1889, should not be discharged from custody. There were two grounds on which Mr. Slade based his argument that the fugitive criminal should be discharged. The first was, shortly, that the words "fugitive criminal" as defined by section 2 of the Ordinance, are limited to a subject of China, and that there was no evidence before the Magistrate to show that the prisoner was a subject of China. I will deal first with this point. It was contended for the Crown,

country, but also that foreigners according to the law of either of the contracting parties are assimilated to subjects. It is not necessary in that case that the prisoner being a naturalized subject of the U.S.A. was not entitled to the treaty and should be treated in the same way as a Chinese subject.

(2) That at any rate this is unnecessary where the prisoner himself does not set up that he is a Chinese subject.

(3) And that there was before the magistrate abundant *prima facie* evidence that prisoner was a Chinese subject.

Now, as to the first point, we were referred to Birrell and Chalmers on Extradition, page 16, and to the case of *R. v. Gan*, Q. B. D. 93. There is no doubt of the correctness of the proposition that under the Imperial Act a fugitive criminal may be the subject of a third State, who has committed an offence in a foreign country, and then fled to British dominions. In *R. v. Gan* it was, however, argued for the prisoner that as the demand for extradition must, under Article XI of the Treaty between Great Britain and the States applying for rendition, be made by the diplomatic agent of the (criminal's) country, the intention was clearly manifested that the subject of a third Government, not a party to the treaty, was not to be surrendered. The Court answered that any person committing a crime within the jurisdiction of a country was *per se* a subject of that country, which became for the purposes of the Act his country, which could demand his extradition unless treaty arrangements provided to the contrary. Now, the decision of the Court in that case referred to, and obviously turned directly on, the very general language of the definition in the Extradition Act. That act was passed to give effect to the provisions of treaties made or to be made with the British Government by foreign Powers. The subject of Chinese extradition in this Colony is, of course, governed by the Chinese Extradition Act, 1889, which was passed to give effect to Article XXI of the Treaty of Tientsin. In the local Ordinance the term "fugitive criminal" is defined as meaning "any subject of China accused." The difference between the language of section 2 of the local Ordinance and section 26 of the Imperial Act is very significant, and it seems to me clear that section 2 of the Ordinance constitutes a condition precedent to the jurisdiction of the magistrate to commit, that the prisoner should be proved to be a subject of Chinese nationality. This being so, the burden of proof must of course be on the Crown to establish that the facts proved are sufficient to entitle the plaintiff to judgment. The affirmative allegations which were set out, if His Lordship would look at the defence he would see that it was common ground between the parties that the defendant engaged the plaintiff, and that before the expiration of the plaintiff's agreement he was dismissed, and that it was agreed to pay her passage to India. If there were no further facts proved in this case, that would entitle the plaintiff to judgment. The affirmative allegations that the defendant could justify the affirmative allegations which were set out, if His Lordship would look at the defence he would see that it was common ground between the parties that the defendant engaged the plaintiff, and that before the expiration of the plaintiff's agreement he was dismissed, and that it was agreed to pay her passage to India. If there were no further facts proved in this case, that would entitle the plaintiff to judgment. The affirmative allegations that the defendant could justify the affirmative allegations which were set out, if His Lordship would look at the defence he would see that it was common ground between the parties that the defendant engaged the plaintiff, and that before the expiration of the plaintiff's agreement he was dismissed, and that it was agreed to pay her passage to India. If there were no further facts proved in this case, that would entitle the plaintiff to judgment. 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## NOTICE.

Communications, Proprietary, Advertisements, Subscriptions, Printing, Blanks, &c. should be addressed to DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS Codes: A.B.C.

6th Ed. Letters: P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

E. J. SMITH, R.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE SECRETARY OF IMPORTS AND EXPORTS to sell by Public Auction, on SATURDAY, the 15th January, 1910, at 11 A.M., at the Water Police Station, Kowloon, 99 JARS

SPIRITS OF WINE.

TERMS.—As Usual.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 13th January, 1910. [164]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.30 o'clock A.M., for the Purpose of Receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1910.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, 19th January, to TUESDAY, 25th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

in OWEY'S, NOREHCOTE,

Secretary.

Hongkong, 13th January, 1910. [165]

For SAIGON.

THE Steamship

"TSINANFU."

will leave for the above Port on or about the 20th January.

For Freight and Passage apply to—

WALLEN &amp; CO.,

Hongkong Club Annex.

Hongkong, 13th January, 1910. [163]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

From BOMBAY AND SINGAPORE.

THE Steamship

"CAPEI."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Parable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 21st inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 20th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARL WITZ &amp; CO.,

Agents.

Hongkong, 11th January, 1910. [14]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"

From NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd July, or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBERG &amp; CO.,

Agents.

Hongkong, 12th January, 1910. [166]

NORDDEUTSCHE LLOYD-BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th June at 9.30 A.M.

All Claims must reach us before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected.

NORDDEUTSCHE LLOYD,

MELCHER &amp; CO.,

General Agents.

Hongkong, 12th January, 1910. [15]

## INTIMATIONS

## FOR SALE

REMAINING Portions of MARINE LOTS 31 and 36, at PIAZA EAST. Approximate Area, 41,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE**  
LOT NO. 285  
EXTENSIVE WATER FRONTRAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD., Engineers, Etc., PIAZA EAST, HONGKONG. Hongkong, 8th June, 1906. [184]

## NOW ON SALE

**MAIL TABLES**  
FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 33 Cents  
On Paper 21

On Sale at the Hongkong Daily Press Office.

## AUCTION

## E. J. SMITH, R.

## PUBLIC AUCTION.

Particulars and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENT THE GOVERNOR, of One Lot of CROWN LAND, at KAU U KONG in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

Registry No.	Locality	Boundary Measurements (Approximate)	Area in Square feet	Annual Rent	Upfront
1	Land	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.
2	Land	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.
3	Land	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.	ft. x. ft. x. ft. x. ft. x. ft.

## NOTICES OF FIRMS

## NOTICE.

NOTICE IS HEREBY GIVEN that we have Appointed Mr. C. MING SHAN as Sole Manager of our Firm, and that all receipts and other documents pertaining to be made by us must bear his signature, without which the same will not be recognized by us.

AH YOUNG &amp; COMPANY,

(No. in Victoria Street).

Hongkong, 7th January, 1910. [147]

## NOTICE.

TO WHOM IT MAY CONCERN.

M. R. J. C. KITZMANTLE, Junior Partner of our Hongkong Branch, being compelled to stay in Europe on account of family matters, has left our Firm, and the Partnership, subsisting hitherto, has been dissolved by Mutual Agreement on 1st April, 1910.

Our Business will be carried on as hitherto, with

Mr. OSWALD KRAMER, who is Authorized to sign on behalf of our Firm.

H. ROBTSK &amp; BEIS.

Hongkong, 1st January, 1910. [161]

## NOTICE.

CODE WORD: DOCK.

A. B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 1  
Extreme Length 722 feet  
Length on Blocks 714

Width of Entrance on Top 96

Width of Entrance on Bottom 88

Water on Blocks at Spring Tide 34

DOCK NO. 1  
Extreme Length 522 feet  
Length on Blocks 513

Width of Entrance on Top 88

Width of Entrance on Bottom 77

Water on Blocks at Spring Tide 64

DOCK NO. 2  
Extreme Length 571 feet  
Length on Blocks 550

Width of Entrance on Top 66

Width of Entrance on Bottom 58

Water on Blocks at Spring Tide 23

PATENT SLIP.

THE WORKS are well equipped with

THE LATEST PLANTS and APPARATUS to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer

"OUEA-MARU" 712 tons 700 I.H.P.

specially built for SALVAGE PURPOSES equipped with necessary gear.

Short Notice 1000

## LABUAN COAL

NOTICE—THIS COAL can only be

shipped from THE LABUAN COAL

PLANT CO., LTD., who are engaged in

SHIPPING COAL straight from the Mine

Shameen load at the Wharves, China.

Telegrams: "Labu Labu."

BRADLEY & CO., Agents.

Hongkong, 12th August, 1909. [160]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY LIMITED

NOTICE IS HEREBY GIVEN of an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, to be held at the OFFICES of MESSRS. SWITZER & CO., LTD., Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming a special resolution of the subjoined Resolution which was passed by the Solemn Assembly at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided rearranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be ratified by Extraordinary Resolution by a majority of the Holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital other than in accordance with the legal rights of the Holders of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares allotted as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution to be held duly given and so that the amount of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares of Dubonnes or Debenture stock of the Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that call payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where no proposal is made shall be filed according to Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such documents on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary.

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTIETH SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1909.

## Trial outfit

Free



This generous trial outfit will be sent to any part of the world on receipt of coupon below, only filled in, and sent in stamps for postage.

## A GENEROUS OFFER

To Prove that Harlene Hair Drill grows hair. A MILLION FREE OUTFITS TO BE DISTRIBUTED.

If you would like to make your hair grow in healthy and beautiful profusion, you can do so for the mere asking. The "Harlene Hair Drill" outfit illustrated here will grow hair on you.

Let any woman curl up the vision of her own youth, and how much more attractive she would be if her hair was a "Whale" now, even to see or fifteen years back.

Any man similarly compares before his mind's eye the picture of the difference his hair has as it was five to fifteen years previous would make to him to-day.

And it is this great difference that it is possible to restore. No woman's or man's hair is to-day in that "mip" - what it can, unless it has had the natural and psychological culturing and beautifying benefit of "Harlene Hair Drill".

After purchasing "Harlene Hair Drill" you will be surprised again to find how much this we promise:

Your hair will grow out by the end of the week.

The scalp will feel "alive" instead of dead, hot, hard, crusty, greasy, sticky, damp, or dry.

Note - All the accessories required will be sent you without a penny cost. If you desire to send us your hair sample, it is suggested that you do so. Expenses the court will bear.

Cost of postage or carriage mentioned on the following coupon. One copy of which you can send a copy if you would rather not add to the cost.

Further supplies of "Harlene Hair Drill" to continue the practice and benefit of "Harlene Hair Drill" may be obtained of all chemists and stores throughout the world at 1s., 2s., 6d., and 4s. 6d. per bottle, or send direct on receipt of postal order (which must include postage).

**COUPON FOR FREE "HARLENE HAIR DRILL" OUTFIT.**  
To Messrs. EDWARDS, HARLENE CO.,  
16 and 18, High Holborn, London, England.  
Send me 1 copy of "Harlene Hair Drill" for one week in accordance with the terms of this coupon, and shall be glad if you will send me a copy of the "Harlene Hair Drill" Guide with instructions, free of charge, and 2d. stamps for postage to any part of the world.  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
138

## PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe, they are redeemable at periodic drawings, either with Cash Premium, varying from 3d to 20d, or, at the very least, at their full nominal value.

## RATES OF PAYMENT.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 1s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

PASSENGER SEASON 1910.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

TONS. B.R.

"PRINZESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.

Capt. O. PAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.

Capt. F. V. BIRKEL.

CALLING AT NAPLES; GENOA; ALGIES; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELCHERS & CO.,  
GENERAL AGENTS.

101

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

## S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN O. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT-

MARSEILLES - APRIL 16TH.

LONDON - APRIL 23RD.

FARES TO LONDON -

1ST SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " 448.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,  
SUPERINTENDENT.

1075

SIEN TING

SURGEON DENTIST  
No. 10 D'AGUILAR STREET

TERMS VERY MODERATE  
Consultation Free.

Hongkong, 21st September, 1909.

DAVID CORSAK & SON  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAPE PAULING  
ARNHOLD, KARRER & CO  
Sole Agents

1535

## THE WRECK OF THE "KING GEORGE"

## DETAILS OF THE DISASTER

The fine steel sailing ship "King George", belonging to the Anglo-American Oil Co., was lost in Sunda Straits on November 24, while returning from Hongkong to New York, having come out to the Orient with a cargo of oil and being on the return voyage. She was built at Greenwich by Messrs. Russell & Co., in 1894, and was registered at New York by Lloyd's at 100 A. I. She carried the British flag. Her gross tonnage was 2,242, and net 1,657. She was 78.4 feet long, 22.1 broad and had a depth of 24.2 feet. She was commanded by Capt. J. E. Jeffery, who died soon after the wreck. One seaman also died from the exposure to which the crew were subjected. The crew were sent to Singapore from Batavia, and a court of enquiry into the wreck was convened on the 5th inst. We give a condensation of the reports appearing in the "Straits Times". Those sitting on the Court of Enquiry were Mr. Wolstenholme (senior magistrate), president; Lt.-Col. Cator, R.N., and Pilot Maxwell and Snow. Mr. Hastings Rhodes, deputy public prosecutor, who appeared for the Crown, submitted the following questions:

1. Was the "King George" properly found and in a thoroughly seaworthy condition on leaving Hongkong on October 22, 1909?

2. Was the "King George" properly equipped with boats and life-saving appliances?

3. Where was the "King George" bound?

4. Were the usual and proper complement of officers available for duty on the "King George"?

5. Where and on what date did the "King George" strand?

6. Was everything done after the stranding to refit and save the vessel?

7. Were any lives lost?

8. Has the "King George" been abandoned, and if so when?

9. What is the finding of the court in respect of all the circumstances in connection with the stranding?

Mr. Rhodes stated that he had given the Anglo-American Oil Co. Ltd. the notice of the enquiry, and understood that they would be represented, though no one had yet arrived. He understood that they merely intended to watch the proceedings and had not retained counsel.

## THE CAPTAIN'S STORY.

The first witness examined was Mr. Peter Shand, mate on the wrecked ship. He put in the ship's articles and said that the vessel had a master and two officers. Mr. J. Fielding was the acting second officer. He was not a certificated officer. His rating was boatswain. There was no second mate procurable in Hongkong, so he was given the duties of that position. Fielding signed on at Hongkong on October 22, and witness in October, four days before the ship's departure. The "King George" had been in Hongkong about three months. There was no entry in the official log book about Fielding's taking over the duties of second mate, but he took over those duties when he joined the vessel. It was quite unusual that he should have done so under the circumstances, especially without being noted in the log book.

The ship left Hongkong for New York direct, via the Sunda Straits, which had to be passed through at that time of the year. They were off a "jetty", which is on Fourth Point, on the morning of November 23. They have to there to get fresh provisions.

Mr. Rhodes read from the log book, which showed that equally weather was threatened from 5 p.m. on November 23. At 11.56 p.m. the ship struck with great force and beat heavily on coral and great boulders.

Witness said that he went off duty at 8 p.m. and was called, as was usual, at 11.45, so that he would be ready to go on duty at midnight when his watch began. He got up on deck about four minutes before the vessel struck. The master sent him to the main braces to square them. This had just been accomplished when the strike. The weather was equally with a high, choppy sea.

What was everything being done to save the ship when you went on deck? - They were wearing ship then.

What was the best thing to be done? - Not at all. It should have been done an hour before. Then the anchor should have been let go and the helm put hard-a-port. After the strike, everything possible was done. Witness himself let go the anchor, thinking that the ship might have struck on an outer boulder, but this was not so. She was ashore and was lost already.

Did any of you get ashore? - Not just then. The next afternoon, one man swam ashore with a line. The following day witness and four seamen went to Anjer in a damaged lifeboat to give notice to the agent there.

What damage was done when she struck? - Everything movable, including the wireless. The compass, the deck and deck fittings, the life-boats. The best skids were torn down and the flying bridge was smashed. The hull was strained. The iron cracked in the bottom of the deck planking. The next morning at daylight she had five feet of water, which increased to nine feet at 2 p.m. The tide ebbed and flowed in her now. She was abandoned by the crew. A month later, but there was a native watchman still on board. The ship was well equipped in every way with boats and life-saving appliances.

## THE CAPTAIN'S CONDITION.

What was the cause of the death of the captain? - Excessive indulgence in strong drink. I can't call it by any other name.

What was the cause of the death of the seaman? - Same cause, sir.

What was his name? - James Harland, who had been signed on at Hongkong.

Did you meet with the captain? - Yes.

Did anyone else meet with you? - No, sir.

Was the captain in a healthy condition? - Yes.

Did he take his regular watch all the way from Hongkong? - Yes, excepting for certain breaks due to his indulgence in strong drink.

When did you first notice this indulgence? - About a week out from Hongkong.

What was he drinking? - I can't say.

Whisky. I imagine.

Did he drink spirits at meals? - No, none whatever.

When he was the worse for drink did he leave the ship entirely to Mr. Fielding? - Yes, sir.

How long would he be ill? - Sometimes two days at a stretch.

What was the state of the captain's health on November 23? - I could see he was drinking, but he seemed to be in good health and was able to attend to his duties.

Did he ever drink at this point? - Very little.

How was he on the 24th and 25th? - He had been drinking, but was all right.

He was taking an intelligent interest in his condition.

When did you have tea? - At half-past five.

Was he sober then? - I could see he had spirit on him, but he appeared to be all right.

You received an order to square the braces when you came on deck at 11.51? - Yes.

What time was the boat sent ashore? - The boat sent ashore was 11.51. The boat sent ashore was the "Eclipse".

Do you know what he was drinking then? - I am not sure.

When did he die? - At 11 a.m. on November 23.

Was he drinking rum all the time? - Till it was finished, then Florida water.

Did the captain and Harland drink together? - Not till after the stranding. They had been on the "Eclipse" together. Harland had boat-swains. They drank together continually till Harland's death, which occurred the day before.

Witness stated that he had a master's certificate given him eight years ago at Dunedin and produced it.

You yourself are not a boatswain? - I am not.

Have you ever been master of a ship? - I have.

Have you ever been master of a ship? - I have.

Have you ever been master of a ship? - I have.

Have you ever been master of a ship? - I have.

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Have you ever been master of a ship? - I have.

Have you ever been master of a ship? - I have.

## SHIPPING.

## ARRIVALS.

BUSHI MARU, Jap. str., 1,968. S. Masumoto, 12th January—Moji 4th January, Coal—Mitsui Bussan Kaisha.  
CANTON MARU, Jap. str., 1,997. K. Tsumura, 12th Jan.—Moji 5th Jan., Coal—Ataka & Co.  
CHINAN, British str., 12th Jan.—Canton, Germany, German str., 1,103, Jurgensen, 12th Jan.—Hongkong 6th January, Coal—Johson & Co.  
HAIYANG, British str., 1,562, Hodgins, 12th Jan.—Swatow 11th Jan., Tea and General—Dongas, Laprak & Co.  
HANOI, French str., 630. J. Pannier, 12th Jan.—Haiphong, Pakhol and Hollow 7th Jan., General—A. R. Marte.  
HUEPE, British str., 12th Jan.—Canton.  
KAWACHI MARU, Japanese str., 3,782. H. Peterson, 12th Jan.—Shanghai 8th Jan., General—Nippon Yusen Kaisha.  
KUOKHAN, British str., 12th Jan.—Canton.  
PRINZ EITZEL, German str., 5,001 E. Malchow, 12th January—Hamburg 2nd Dec., Mail and General—Molchers & Co.  
RAJABUNI, German str., 1,904. H. Bruner, 11th January—Swatow 10th Jan., Timber and Rice—Butterfield & Swire.  
SPIL, Norwegian str., 12th Jan.—Canton.  
TAISHAN, British str., 117. J. T. Liang, 11th January—Hongkong 9th January, Coal—Bradley & Co.  
TAIKESIMA MARU, Japanese str., 1,052. J. Kinoshita, 12th Jan.—Takao 12th Jan., Coal—Mitsui Bussan Kaisha.  
WARAKAMU MARU, Japanese str., 2,778. U. Sikawa, 12th Jan.—Wakamatsu 7th Jan., Coal—Mitsui Bishi Goshi Kwaisha.  
WELSH PRINCE, British str., 3,218. A. B. W. Shippard, 12th Jan.—New York 20th Nov., General—Arnold, Karberg & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
12th January.  
Choshun Maru, Japanese str., for Swatow.  
Michael Johnson, German str., for Canton.  
P. E. Friedrich, German str., for Shanghai.  
Shakan Maru, Japanese str., for Moji.  
Suveric, British str., for Shanghai.

## DEPARTURES.

12th January.  
ABUTA MARU, Japanese str., for Nagasaki.  
BUELLOW, German str., for Europe, &c.  
HAIYUN, British str., for Swatow.  
HANGHOU, British str., for Amoy.  
HAZEL DOLLAR, British str., for Moji.  
ICHANG, British str., for Pakhoi.  
KAIKOW, British str., for Shanghai.  
KIANG PING, Chinese str., for Canton.  
KWANTOAH, Chinese str., for Shanghai.  
TAISHAN, British str., for Canton.  
TJIPANAS, Dutch str., for Batavia.  
TOSA MARU, Jap. str., for Bombay.  
WUANG, British str., for Shanghai.  
WUHU, British str., for Dalny.

SHIPPING REPORTS.  
The British str. *Haiyang* reports: Light variable breeze and thick fog.  
The Japanese str. *Takemura Maru* reports: N.E. monsoon and thick foggy.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.  
Having connection with Company's Main Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADELIA, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.  
(Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI."  
Captain Dini, will be despatched as above on SATURDAY, the 15th inst., at NOON.  
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.  
Hongkong, 13th January, 1910. [4]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS."  
Captain Bednarz, will leave for the above places on THURSDAY, the 20th inst., P.M.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 12th January, 1910. [5]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 22nd January, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOULAY," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 5th March, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1910. [1]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels further at the Kowloon Wharf "N," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	G. W. Watkins, B.N.E.	P. & O. S. N. Co.	About 13th inst.	
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	16th inst., at D'light	
LONDON, &c., via USUAL PORTS OF CALL	DEVANHA	Brit. str.	H. Powell	P. & O. S. N. Co.	22nd inst., at Noon.	
COPENHAGEN & BALTOIC PORTS	INDIAN	Swed. str.		MELCHERS & CO.	Middle of Feb.	
MARSEILLE, HAVRE, COPENHAGEN, &c.	CANTON	Dan str.			Quick despatch.	
MARSEILLE, &c., via PORTS OF CALL	OCEANIEN	Frenstr.	F. L. Schinner	MESSEGERIES MARITIMES	18th inst., at 1 P.M.	
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	R. Hayes	NIPPON YUSEN KAISHA	19th inst., at D'light	
MARSEILLE, LONDON & ANTWERP	PEMBROKE SHIRE	Jap. str.	K. Saito	JARDINE, MATHESON, & Co., Ltd.	About 25th inst.	
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	2nd Feb., at D'light	
MARBELLER, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	P. Giurgevich	SANDER, WIELER & Co., Ltd.	16th inst.	
TRISTE, &c., via SINGAPORE, &c.	PERSEUS	Aus. str.	J. Boyd	CANADIAN PACIFIC R. Co.	To-day.	
VANGUARD, B.C., TACOMA & SEATTLE VIA JAPAN	VANGUARD	Brit. str.	M. Yagi	CANADIAN PACIFIC R. Co.	29th inst., at 7 A.M.	
VANCOUVER (DIRECT)	VANCOUVER	Brit. str.	T. Saito	NIPPON YUSEN KAISHA	15th Feb., at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	VANCOUVER	Brit. str.	T. Saito	OSAKA SHOSSEN KAISHA	5th Feb.	
VICTORIA, B.C., & SEATTLE, &c.	MONTAGUE	Brit. str.		TO 21st March.		
VICTORIA, B.C., & SEATTLE, &c.	KANAGAWA MARU	Jap. str.		TO 25th Feb., at Noon.		
VICOMTE MARU	YU MARU	Jap. str.		21st inst., at Noon.		
SEATTLE MARU	YU MARU	Jap. str.		21st inst., at Noon.		
KIYOKO MARU	YU MARU	Jap. str.		21st inst., at Noon.		
YAWATA MARU	YU MARU	Jap. str.		21st inst., at Noon.		
COBLENZ	YU MARU	Ger. str.		21st inst., at Noon.		
TAIYUAN	YU MARU	Brit. str.		21st inst., at D'light		
NIKKO MARU	YU MARU	Jap. str.		22nd inst., at 4 P.M.		
HITACHI MARU	YU MARU	Jap. str.		17th Feb., at Noon.		
NIKKO MARU	YU MARU	Jap. str.		19th inst., at D'light		
TJILATJAP	YU MARU	Dut. str.		22nd inst., at 4 P.M.		
WENHOU	YU MARU	Brit. str.		19th inst., at Noon.		
CHIPIHNG	YU MARU	Brit. str.		22nd inst., at Noon.		
CHENAN	YU MARU	Brit. str.		Quick despatch.		
HANGSANG	YU MARU	Brit. str.		To-morrow, at 4 P.M.		
SHANGHAI	YU MARU	Brit. str.		17th inst., at 4 P.M.		
SHANGHAI, MOJI, KOBE & YOKOHAMA	YU MARU	Brit. str.		17th inst., at Noon.		
SHANGHAI	YU MARU	Brit. str.		16th inst., at D'light		
SHANGHAI	YU MARU	Brit. str.		To-morrow, at 4 P.M.		
SHANGHAI	YU MARU	Brit. str.		16th inst., at Noon.		
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SHANGHAI	YU MARU	Brit. str.		16th inst., at D'light		
SHANGHAI						

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO AND	STEAMERS
LONDON AND ANTWERP	STEAMERS	TO AND	STEAMERS
VIA SINGAPORE, PEN., SICILIA, ANG., COLOMBO, PORT	CEPT. C. H. WATKINS, R.N.R.	ABOUT 13th JAN.	FREIGHT AND PASSENGER
SAYD AND MARSILLES		JAN.	
SHANGHAI, MOJI, KOBE, NYANZA, YOKOHAMA	CAPT. H. S. BRADSHAW, R.N.R.	NOON, 16th JAN.	FREIGHT AND PASSENGER
SHANGHAI	CAPT. S. BURCHMORE	ABOUT 18th JAN.	FREIGHT AND PASSENGER
LONDON VIA USUAL PORTS	DEVANHA	NOON, 22nd JAN.	SEE SPECIAL ADVERTISEMENTS
OF CALIFORNIA	CAPT. H. POWELL	JAN.	
FOR FURTHER PARTICULARS, APPLY TO	E. A. HEWETT, SUPERINTENDENT		

Hongkong, 11th January, 1910.

**HAMBURG-AMERIKA LINIE  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
VIA STRAITS AND COLOMBO,  
TO HAVEN, BREMEN, AND HAMBURG, AND TO NEW YORK.

TAKING CARGO AT THROUGH RATES TO ALL EUROPEAN, NORTH CONTINENTAL AND BRITISH  
PORTS, ALSO TRIESTE, LISBON, OPORTO, MARSEILLE, GENOA, AND OTHER MEDITERRANEAN,  
LEVANTINE, BLACK SEA AND BALTO PORTS,  
AND ALL NORTH AND SOUTH AMERICAN PORTS.

ALSO VIA ADEN OR PORT SAID, BY THE COMPANY'S "ARABIAN AND PERSIAN SERVICE" TO  
ARABIAN AND PERSIAN GULF PORTS.

**NEXT SAILINGS FROM HONGKONG:**

**OUTWARD.**

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SEGOVIA	20th Jan.
S.S. SAMBIA	2nd Feb.
S.S. SAXONIA	9th Feb.
S.S. SPEZIA	15th Feb.
S.S. C. FRED. LAEISZ	27th Feb.
S.S. ALESIA	12th March.
S.S. BELGAVIA	17th March.

FURTHER PARTICULARS, APPLY TO

**HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.**

Hongkong, 13th January, 1910.

**HOMEWARD.**

S.S. MANTUA	11th March.
S.S. PERSIA	19th March.
S.S. MALWA	10th April.
S.S. MACEDONIA 10500	19th April.
S.S. DEVANHA	2nd May.
S.S. ASSATE	16th May.
S.S. DELTA	30th May.
S.S. DELHI	14th June.

MALL STEAMERS FROM COLOMBO TO MARSEILLES &amp; LONDON

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON 1910.

**PROPOSED SAILINGS OF MAIL STEAMERS**

**MARSEILLES AND LONDON.**  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave COLOMBO	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	I.P.M. SATURDAY	Steamer Tons	SATURDAY	SATURDAY
ACADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSATE 7500	February 19	PERSIA 7500	March 19	March 25
DELTA 8000	March 5	MALWA 10000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSATE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and these for BRINDISI transfer also  
to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong or at the time of booking.

FARES TO LONDON (including Suras):

1ST SALOON £11.10 SINGLE £10.14 RETURN.

2ND SALOON £4.88 SINGLE £2.12 RETURN.

In addition to the above, Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

## WILL LEAVE FOR

## LONDON.

## CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about	about
SUMATRA	6600	March 12
NYANZA	4600	March 26
SUNDA	6700	April 9
NILE	4670	May 7
SARDINIA	6694	June 4
NORE	5570	June 18
	6704	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Suras):

1ST SALOON £55.00 SINGLE £22.10 RETURN.

2ND SALOON £23.18 SINGLE £5.74 RETURN.

• CARRY 1ST AND 2ND SALOON PASSENGERS.

FOR FURTHER PARTICULARS, APPLY TO

E. A. HEWETT,  
SUPERINTENDENT

**OSAKA SHOSEN KAISHA.**  
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

CONNECTING AT TACOMA WITH  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVES
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito,	6,182	FRIDAY, 21st JAN. AT NOON.
	"CHICAGO MARU" Capt. T. Saito		WEDDAY, 23rd FEB., AT NOON.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES	
TAMSUI VIA SWATOW, & AMOY	"DAIGI MARU" Capt. M. Murayama	SUNDAY, 16th JAN. AT 10 A.M.	
AMERIL, VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. Saito	WEDDAY, 19th JAN. AT 8 A.M.	
		FRI. 21st JAN. AT NOON.	
		FAIR SPEED. SUPERIOR PASSENGER ACCOMMODATION. ELECTRIC LIGHT THROUGHOUT. THE NEWLY BUILT STEAMERS: "CHICHU MARU" AND "BUJUN MARU" HAVE FIRST CLASS CABINS AMIDSHIP. FOR INFORMATION OF FREIGHT, PASSENGER, SAILINGS, ETC., APPLY AT THE CO.'S LOCAL BRANCH OFFICE, 21 SECOND FLOOR, NO. 1, QUAI'S BUILDINGS.	
		T. ARIMA, MANAGER	

**CANADIAN PACIFIC RAILWAY CO.**

## FOR VANCOUVER.

## THE STEAMSHIP.

## "SUVERIC."

FROM HONGKONG.

ON THURSDAY, 13TH JANUARY.

## FOR VANCOUVER DIRECT.

TO BE FOLLOWED BY THE

OCEANO ..... 10th February.

KUMERIC ..... 10th March.

AMERIC ..... 7th April.

SUVERIC ..... 5th May.

BILL OF LADING ISSUED TO VICTORIA, VANCOUVER, AND OREGON, AND OVERLAND POINTS IN CANADA AND THE UNITED STATES, ALSO WEST INDIES.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

FOREIGN MONIES EXCHANGED.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO ALL PARTS OF THE WORLD.

TICKETS ARRANGED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, FORWARDED AND INSURED AT LOWEST RATES.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

FOREIGN MONIES EXCHANGED.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

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OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

**GEBRUEDER LENK**  
RODEWISCH IV.  
MANUFACTURERS OF  
**BERLIN WOOL**  
FOR PARTICULARS AND SAMPLES APPLY TO THE SOLE REPRESENTATIVE  
FOR CHINA:  
**HUGO C. A. FROMM**,  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.  
43-2]

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
ROUTE TO EUROPE.

43-2 Private Letter Boxes G.P.O.—Boxholders are reminded that the rent (\$10 per  
annum) of their Letter Boxes for the year 1910, is now due and should be paid in before the  
20th instant, if they are desirous of retaining them for the current year.

The *Tourane*, with the French mail of the 17th instant, left Singapore on Tuesday,  
the 11th inst., at 5.30 a.m., and may be expected here on or about Tuesday, the 16th inst., at  
daylight. This packet brings reply to letters despatched from Hongkong on the 13th Nov.

PORT	PER	DATE
Shanghai, moj., Kobe, Yokohama, Victoria, Vancouver and Tacoma	Superior	Thursday, 13th, 11.00 A.M.
Macao	Sur Tai	Thursday, 13th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Aper	Thursday, 13th, 2.00 P.M.
Zambawha, Cebu and Iloilo	Katong	Thursday, 13th, 3.00 P.M.
Shanghai	Chenau	Thursday, 13th, 3.00 P.M.
Ningpo and Shanghai	Kuklang	Thursday, 13th, 3.00 P.M.
Shanghai, Moji and Kobe	Bombay Maru	Thursday, 13th, 4.00 P.M.
Macau	Spir	Thursday, 13th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 14th, 9.00 A.M.

## EXTRACT FROM

## "THE LANCET"

28TH FEBRUARY, 1908.

REGARDING

## JOHNSTONE'S M.P.

## PURE MALT WHISKIES.

WILLIAM GRANT & SONS, LTD., THE GLENFIDDICH DISTILLERY, DUFFTOWN, N.B.  
"Our analysis of these Whiskies indicate that the statements made in regard to  
them are honest—that is to say, that they are Pure Malt Whiskies distilled in the Pot  
Still. Moreover, the evidence of the palate is in favour of the statement that they are  
fully matured. The flavour, while malty and rich, is 'soft.' A feature in the analytical  
results was the amount of Ethers. The amount of Ethers represents a maximum quantity  
for Whisky. It may be remarked also that acidity of these Whiskies was particularly low.  
These Whiskies are well adapted for SPECIAL DIETETIC PURPOSES."

OBTAIABLE AT ALL THE WINE MERCHANTS.

## H. RUTTONJEE &amp; SON.

## WINE AND SPIRIT MERCHANTS.

TO-DAY,  
NOON—Prize Distribution by H. E. the  
Governor of British Public School.FORTHCOMING EVENTS  
Saturday, 15th Jan.—Extraordinary General  
Meeting, The China Light & Power Co., Ltd.Saturday, 15th Jan.—Auction of Spirits of  
Wine by Messrs. Hughes and Hough.Monday, 17th Jan.—Auction of Crown Land  
Public Works Dept.Monday, 17th Jan.—Hongkong A.D.C. present  
"The Torador" at the Theatre.Tuesday, 25th Jan.—Shareholders' Meeting  
Land Redemption Co., Ltd.Tuesday, 25th Jan.—Twenty-Second Ordinary  
Meeting of the West Point Building Co.,  
Ltd.Tuesday, 25th Jan.—Twenty-Second Ordinary  
Meeting of the Hongkong Land Invest-  
ment & Agency Co., Ltd.

Friday, 28th Jan.—Volunteer Ball.

Thursday, 10th Feb.—China New Year.

Monday, 14th Feb.—King Alfred Dance, City  
Hall.Tuesday, 15th Feb.—Hongkong Jockey Club  
Races begin.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

January 12th.

ON LONDON—

Telegraphic Transfer 1/9-7

Bank Bills, on demand 1/9-8

Bank Bills, at 30 days' sight 1/9-9

Bank Bills, at 4 months' sight 1/9-10

Demand Bills, 4 months' sight 1/9-11

Bank Bills, on demand 2254

Credit, at 4 months' sight 229

ON PARIS—

Bank Bills, on demand 1/9-7

Bank Bills, at 4 months' sight 1/9-8

Bank Bills, at 5 months' sight 1/9-9

Bank Bills, at 6 months' sight 1/9-10

Bank Bills, at 7 months' sight 1/9-11

Bank Bills, at 8 months' sight 1/9-12

Bank Bills, at 9 months' sight 1/9-13

Bank Bills, at 10 months' sight 1/9-14

Bank Bills, at 11 months' sight 1/9-15

Bank Bills, at 12 months' sight 1/9-16

Bank Bills, at 13 months' sight 1/9-17

Bank Bills, at 14 months' sight 1/9-18

Bank Bills, at 15 months' sight 1/9-19

Bank Bills, at 16 months' sight 1/9-20

Bank Bills, at 17 months' sight 1/9-21

Bank Bills, at 18 months' sight 1/9-22

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Bank Bills, at 109 months' sight 1/9-113

Bank Bills, at 110 months